

sible mobs. That is the contention of the Bolsheviks and of anarchy and has no place in a democratic government. If under a democratic government crime cannot be punished except by the aid of the mob, democratic government will perish from the earth. America can only prove her loyalty to the true spirit of democracy by energetically creating a public opinion so powerful and overwhelming as to send forever all forms of mob violence and anarchy to a relic of savagery and barbarism unworthy of a self-governing people.

We owe our security of life, of liberty and property in this country, not to huge standing armies or powerful navies or to that majestic constabulary, but to that majestic supremacy of law under which alone can be read the marvelous progress and advancement of a government founded on the rights and fortified by the intelligence of the people. It was the spirit of democracy that inspired the wise men who framed that splendid system of constitutional government under which we have enjoyed a greater measure of freedom and prosperity than ever vouchsafed to any nation of ancient or modern times. Let us preserve that constitution as the ark of the covenant of our safety and security, and here firmly resolve that it shall not be effaced or impaired by the attacks of sincere but misguided men, or impractical dreamers, time-serving politicians or political charlatans.

"May the wisdom of the Most High guide your deliberations and crown all your efforts with abundant success."

FRENCH APPLAUD COLORED BAND

(Continued from page 1.) homes have been destroyed. To build them up again, buildings with their furnishings, 6,000,000 days of work will be required, involving an outlay of 10,000,000,000 francs, to be met by building material.

Speaking of the assistance the United States can render France, he says: "I tell you frankly what we expect from you. We want first immediate assistance in the matter of labor. We hope that your technical and other units in France will be able to co-operate in that effort."

The colored men of the United States have made a great record over here, both as fighters and "hewers of wood and drawers of water." The stevedores, engineers and labor companies, thousands of the men of which are colored, have done a big "bit" in winning the war. They have unloaded the ships, loaded the trains, built the warehouses, repaired the roads under fire, and kept food and other supplies always on the way to the front. I know of one colored organization that made a record in the removal of freight, and I have been informed that there are others.

Fighting has ceased it is true, but a stupendous job confronts the soldiers in the form of rebuilding the villages destroyed by the Germans. It will be necessary to furnish these men a place to spend their spare time in a wholesome manner. This is the M. C. A. will do. Everybody should do all he can to do. I think I am qualified to speak of its many benefits to the soldier. It not only caters to him physically and socially, but it has put on foot, by request of the Army, an educational program of immense proportions. Surely it merits the support of at least every citizen whose boy is over here. While America has lost men she has helped materially in the winning of a principle the benefit of which a great honor, one that cannot be effaced from her escutcheon; but even

a greater one will come to her when she will have done her part in the rebuilding of the homes of the people which the Germans have destroyed. France is free again. The eleventh month, the eleventh day and the eleventh hour will never be forgotten. As the United States now celebrates the anniversary of the declaration of independence, so also, no doubt, will the nations of the world celebrate the eleventh of November as the day every country should read. This is upon which they freed themselves from the menace of Militarism.

Before leaving the shores of America we sang "Over there, over there and we won't come back till its over, over there."

"We came, we saw, we conquered." Respectfully,

WM. STEVENSON.

GOOD-BYE PARIS. GOOD-BYE FRANCE! (In tune of Good-bye Broadway, Hello France.)

Good-bye Paris, good-bye France. We certainly have done our best, O well its goodbye trenches. Madam and Mammoille, we going to take our rest.

No, more zis zis, no more vin. For our home state's dry.

O well its goodbye trenches, rats and lice.

For we must say to you goodbye—Over There.

DON'T HIKE SO FAST (In tune of Oh! Johnnie, Oh! Johnnie, Oh!)

Oh Sergeant, Oh Sergeant don't walk so fast.

Oh Sergeant, Oh Sergeant please stop Remember bunnions on my toes

I've gone as far as I can go, Oh Sergeant.

Please remove this pack from my back.

Or I'll have to fall out.

I'm so tired I can hardly see. Please give the order "stack arms."

Which will release me from harm, Oh! Sergeant, Oh! Sergeant, Oh!

THE ARMY STEWS (In tune of What a Beautiful Day.)

Oh you slumgullion stew, oh you slumgullion stew,

Oh you soup de bullion, oh you soup de bullion,

I'm sure does worry my mind, to eat that junk all the time.

Don't get but two meals a day, don't get but two meals a day,

And they not cooked my way, and they not cooked my way,

It surely keeps me running to the woods all the time.

CHORUS

Doggone slumgullion I don't want it any more.

Doggone soup de bullion throw it all out the door.

It don't taste to me like chicken.

My lips I'm never licking, my teeth I'm never picking.

When I finish my meals.

That fat meat gits me like the half done rice.

The hard bread chokes me so the cold coffee too.

And then some days I'm going to have some chicken stew.

Some pork chops too, pot pie.

Slumgullion I have to leave it to you.

CHORUS

I SHALL BRING BACK THE KAISER TO YOU.

(In the tune of The Whole World Will Be Jealous of Me.)

There is a song from poor me. Don't you laugh don't you see.

'Twas the life that I passed in old France.

Where a darkey never been 'twas a surprise to be seen.

The day that we went to the trenches.

In the first line of trenches.

Where they fight all the time I stay in my dugout all day.

O longing and crying for you every hour.

Honey wondering if you will be true.

CHORUS

Honey wondering if you will be true.

CHORUS

Honey wondering if you will be true.

CHORUS

Honey wondering if you will be true.

CHORUS

Honey wondering if you will be true.

CHORUS

Honey wondering if you will be true.

CHORUS

Honey wondering if you will be true.

CHORUS

Honey wondering if you will be true.

CHORUS

Honey wondering if you will be true.

The tears from my eyes make my front sight look dim. And my target I hardly could see. But when I look over the way which is shining like day

Crying I will bring back the "Kaiser" to you.

See the light cross the way shining brighter than day.

And patrole is all waiting to leave.

With my rifle in my hand starting out to "No Man's Land."

Cutting through barbed wire entanglements.

Then I bid them boys farewell.

For the Kaiser sure is "Hell."

Then I crest right away with a prayer.

When the shells in the air, you can't see them nowhere.

Just a sound you can catch going by.

When the gas begins to flow to your dugout you must go.

Reaching out for your mask at the door.

MATTHEW EDWARDS.

Written by him while on 304 Hill, Verdun Sector, France.

"BROTHERHOOD OF SAINT ANDREW."

At the Church of the Holy Trinity, Friday December 20th, there was a Brotherhood of St. Andrew organized.

The following officers were elected for the ensuing year: Director, Dr. Stanley Kendall, Vice, Assistant Director, Henry Robertson, Secretary, John H. Puryear, Treasurer, Edgar Gooch.

The Brotherhoods of St. Andrew are organized in all the Protestant Episcopal Churches for the spread of Christ's kingdom among men, especially among young men, churchmen and nonchurchmen.

On Friday, January 2nd, Mr. Charles S. Martin of Christ Church will deliver an address to the Brotherhood of St. Andrew. The public is cordially invited to attend. The Director, Dr. Kendall, desires the cooperation of all churchmen in the city.

McADOO WITHDRAWS ORDER.

Washington, D. C.—Several days ago, when an order by one of the regional directors of the United States Railroad Administration was issued, which order indicated some restrictions as to the employment of colored men on the railroads, there developed among the colored people of the country unusual unrest and dissatisfaction that such an order was issued.

The order seemed to be based upon racial prejudice rather than upon fairness to those who were rendering efficient service. In the minds of the colored people, it seemed as an unfavorable reflection upon those who were serving the railroads and the Government and indicated a barrier to those whose services might be needed in the future.

Mr. Ernest T. Atwell, the colored representative of the United States Food Administration, was the first to call Mr. McAdoo's attention to the discrimination that the order of the regional director had brought to the colored people. Mr. McAdoo, as director general of the railroads, investigated the reasons for the issuance of the order, and discovered that while the order was not based on any intended unfavorable reflection upon the colored employees and was meant to be local in its application, it should be withdrawn and rescinded; and this trend of thought was followed by the treatment of the order he directed.

It is reported with authority that the railroad officials connected with the issuance of this order were lead to adopt this method in order to allay agitation against the employment of Negroes in railroad service generally, which seems to have developed originally on a northern railroad line where organization leaders were inciting an unfavorable attitude on the part of their followers toward working in harmony with Negro employees.

As intimated, Mr. McAdoo was not informed of the existence of this order until brought to his attention by Mr. Atwell, and in directing the withdrawal of the order Mr. McAdoo is quoted as saying, "It is very important that these delicate problems be dealt with justly and fairly, and it has been my earnest desire and effort, while the railroads are under Federal Control, to give the Negroes the benefit of the same working conditions and wages as white men receive for similar work and to improve, as far as possible the conditions under which Negroes travel on the railroads."

This attitude on the part of Mr. McAdoo is highly satisfactory to the colored people throughout the country, and it is to be hoped that such an attitude will be adopted by railroad and other governmental officials on down the line in large numbers, especially as affecting public utilities.

MAGDALENE CARTER-HAWKINS.

Music lovers of Nashville were tendered a treat at a benefit recital for the Hubbard Hospital last Friday night, when Mrs. Magdalene Carter-Hawkins made her initial appearance in this, her home city, to the delight of the immense audience that braved the inclement weather to hear this one of Nashville's own daughters. A program replete with good things was pulled off. Local talent assisted, but the principal attraction was Nashville's own Magdalene Carter-Hawkins. Each number was rendered with that ease and perfection that captivated even the critics. She showed conclusively that she was mistress of her profession. Accompanying herself on the piano, she rendered every selection with such satisfaction that the audience went wild with delight. Encore after encore compelled her to lengthen out the program. Even though having just finished an extended tour south through the states of Louisiana and Alabama, indisposed from over-exertion on the tour, she did not fail with her pleasing personality to give the audience that seemed more than greedy what they wanted in every selection. Whether she sang classics or whether it was a jubilee melody or some ditty that was catchy, she was at home. Dr. Josie Wells was mistress of ceremonies, while Dr. S. S. Caruthers and the McHerry Quartet, with Miss Eloise Lowe, assisted with several numbers. Mrs. Hawkins was introduced by Mr. H. A. Boyd, who told of his observations of the rapid progress she had made throughout the south. The proceeds of the entertainment were for Hubbard Hospital, under whose auspices Mrs. Carter-Hawkins kindly consented to serve. Following the recital, the society element showed their appreciation by the number of functions given in honor of the distinguished visitor.

WHY DELAY DUTY OF LEGISLATING FOR RAILROADS?

No Need to Wait Five Years to Solve Transportation Problems

Why Prolong Uncertainty?

Proposal to Continue War Legislation for Five Years Unwise

Speech of Senator Frank B. Kellogg, Minnesota, in United States Senate, Thursday, December 12, 1918.

"MR. KELLOGG. Mr. President, I send to the desk a communication to Congress sent to the chairman of the Interstate Commerce Committee by the Director General of Railroads, and I ask that the same be printed in the Record and referred to the Committee on Interstate Commerce. I shall not ask the Secretary to read the letter, as I presume most Senators have read it, but I ask unanimous consent to make a few explanatory remarks as to the letter."

The VICE PRESIDENT. Is there any objection? The chair hears none. (The letter referred to was the communication of Director General McAdoo, under date of December 11, 1918, to Senator Ellison D. Smith, of South Carolina, Chairman of the Interstate Commerce Committee, in which Director General McAdoo advocated the continuance of government operation of the railroads for a period of five years after the close of the war. At the conclusion of his letter, Mr. McAdoo said: "The President has given me permission to say that this conclusion accords with his own view of the matter.")

Continuing, Senator Kellogg said: Mr. President, this is a most remarkable document, coming as it does immediately or within a few days after the message of the President, in which the President said:

"The question which causes me the greatest concern is the question of the policy to be adopted toward the railroads. I frankly turn to you for counsel upon it. I have no confident judgment of my own."

A few days later comes a deliberate well-considered plan, which Mr. McAdoo says is made with the approval of the President, not to keep the railroads for 21 months after the close of the war, but for 5 years to make a test. The President, on the contrary, in his message frankly said he had no judgment of his own on the subject, but suggested three alternatives:

"We simply release the roads and go back to the old conditions of private management, unrestricted competition, and multi-faceted regulation by both State and Federal authorities, or we can go to the opposite extreme and establish complete Government control, accompanied, if necessary, by actual Government ownership, or we can adopt an intermediate course of modified private control under a more unified and affirmative public regulation and under such alterations of the law as will permit warring competition to be excluded and a considerable degree of unification of administration to be effected; as, for example, by regional corporations, under which the railways of definable areas would be effected combined in single systems."

Mr. President, I shall not discuss at length which Congress should do, but it seems to me we ought to do this at least: Congress, through its Committee on Interstate Commerce, ought to take action at once upon a railroad bill. We ought to authorize the railroads to coordinate all their facilities, equipment, terminals, route freight where it can be routed cheapest, and the same with passenger cars, so as to make most effective the transportation system of the United States. But this should be done under strong Government control. We ought to regulate the issuance of securities of railroads engaged in interstate commerce, and we ought to authorize the commission not only to regulate the service but give the commission power to the railroads in a unified condition, compel them to grant unified and effective service; for instance, that the railroads entering New York shall use the New York terminal of the Pennsylvania Railroad. I am not going into a discussion of that; I do not wish to take the time of the Senate to discuss this further, but I wish to invite the attention of the Senate to this proposition, which ought to be taken up by our committee and by Congress at once. This is what Mr. McAdoo said in his letter:

The war is ended and we are now confronted with the necessity either of legislating intelligently at this session of the Congress or of promptly returning the railroads to their former condition. Then he proceeded to say in the letter that there is no time to legislate at this session of Congress, and that therefore there should be a five-year extension of the period. He says further, in substance, that unless that five-year period is granted the railroads should be turned back at once.

Mr. President, the railroads were taken over primarily by the Government—that was the statement, made—for war purposes. It was denied at that time that they were taken over to make a test of Government ownership. Now Mr. McAdoo says we want five years to make a test. A test for what purpose? Not a test for war purposes, but a test for Government ownership. That is the real bottom of the whole thing.

Mr. President, why legislate at this particular three months' session? He says we must have the legislation at this three months' session or we must have an extension. Why not an extra session after each session for years, and Congress has been in almost continuous session. Why, with all the important legislation that is coming before the country at the conclusion of peace, including the railroads, should we not have an extra session of Congress after the 4th of March to consider this subject, which Mr. McAdoo says must be considered in the next three months or not at all for five years? I should like to know why.

Mr. President, why not be frank? Many of us, or at least some of us, thought that the railroads were taken over for the purpose of inaugurating Government ownership. It was stated, however, that it was a necessity during the war. I, for

one, have not condemned the administration of the railroads. I have done everything in my power to make it a success. I did believe that it was the first step toward establishing in this country Government ownership, and the taking over of the telegraph and the telephone and the cable for war necessities after the war was over rather confirmed me in my judgment on that subject.

But, Mr. President, we have 21 months after the close of the war, which will be considerably over two years, not yet to pass a railroad bill providing for complete Federal control and turning the property back to the owners or else deciding in favor of Government ownership.

Now, why not meet the issue frankly and fairly? I believe the reason why they do not wish to meet it now is that they know the people of this country are not in favor of Government ownership, and it is proposed to put Government ownership over under the guise of an extension to make a test of Government control for the period of five years. Congress deliberately acted upon this subject last winter and about 21 months as the period within which legislation might be had for the proper control of the railroads, when they are turned back, and I see no reason why we should now change that 21 months.

Mr. President, I know of no reason why we should not proceed at once with this very important question and why we should not frame a bill during this session, and if it cannot be passed in the three months, I know of no reason why there should not be an extra session or why it should not be passed at the next session of Congress. We have ample time for this legislation before the 21 months expire. But Mr. McAdoo says the present legislation is entirely inadequate for the operation from now to the end of the 21 months. He does not suggest in what it is inadequate. He has not been to Congress to ask for legislation to cure the defects in the act. He says that there is a dispute about the authority of the States and the Federal Government. I say absolutely that the Federal Government has not recognized any State authority whatever, but it controlled the railroads absolutely as the Director General saw fit, without regard to State commissions. I am not complaining of it; I am merely stating it as a fact.

Mr. President, as I said before, I am not here to criticize the Railroad Administration. The railroads were earning about \$4,000,000,000 per annum when the Government took them over. The rates have been increased about 25 per cent, adding at least a billion dollars to the charges the public has to pay, and I am told that this practically has all been used up. If not more, in increased operating expenses. I am not criticizing it. I have not the figures before me. I simply say I have been told that our Government will be behind this year \$2,000,000,000 in the operation of the railroads, in spite of the enormous increase of rates. We should inquire in to that and see what the result of this operation has been.

I do not believe that the American people today are very much in favor of Government ownership, as judged by the experience that they have had during the war, and I am not on my feet to criticize it, but what we should do now is to take up this important problem, pass some legislation which will make the railroads of the country most effective in carrying the freight and handling the great commerce of this country, and then turn them back to their owners, or else decide for Government ownership at once and end this period of uncertainty. Mr. McAdoo says that the 21 months will be a period of uncertainty. Therefore the result he wishes is to increase the uncertainty for five years and have the whole subject in the air at the end of five years.

Mr. President, I predict that at the end of five years it will be made absolutely impossible for private ownership again to assume command of the railroads if they desire to do so. If the administration is not in favor of Government ownership, say so now and let us turn our attention to procuring legislation that will be effective.

OPEN COMMUNICATION

Between Dr. J. A. Jones and Two Public Officials—Mayor Gupton and Judge Madison Wells—Minister Charges Officials With Showing Disrespect for Colored Women.

Mr. Editor: The following communication between myself and the city officials will explain itself. I wish to say as a preface to these publications, that I have but one object in calling attention to the Mayor and City Judge to this infraction of common justice; and that is, I would like for those who have in hand the administration of the laws, to know that it sometimes happens that respectable Negroes, as well as respectable white people, have business in a court room during a trial; and that when unspeakable language is permitted in the presence of women, though they be colored, that we resent it with all our souls, just like white men do.

Letter to the Mayor.

Hon. Wm. Gupton, Mayor Nashville, Tenn.:

Dear Sir: In company with another minister, I was present in the City Court, Monday, December 9th, when the case of a Negro criminal was called for trial. You are all present. We, together, listened to the testimony of a high price officer.

I was shocked beyond measure, at the vile, filthy language used by that officer in the presence of women. I did not know that a white man was capable of such conduct, and cannot yet understand it, unless it is presumed that Negro women are regarded by white men as being no higher than brutes. I say "white men," because this outrage was committed in a court room where white men have absolute control, and in the presence of both the Mayor of the city and the Judge of the City Court, neither of whom seemed to take cognizance of the offense, or appeared to consider that an offense had been committed at all, against common decency.

I think you will agree with me when I say that if a single white woman had been present at that court room, that officer would not have dared to use such unspeakable language.

It will also be remembered, Mr. Mayor, that there was nothing connected with the case to warrant a witness, though a white man, in supposing that those women were slum characters.

Do you think that Christianity will ever accomplish, in this country, what the Lord and Master designed for it to do, while such racial antipathy is kept alive by the leading white people and especially those in authority?

Respectfully,

J. A. JONES,

40 Green St., Nashville, Tenn.

Mayor Gupton's Reply.

Rev. J. A. Jones, Nashville, Tenn.: Dear Sir: Replying to your communication of the 10th in regard to an occurrence that took place in the City Court Dec. 9th, will say I have no recollection of anything out of the ordinary taking place on the day in question. I have attended several sessions of the court, and have heard evidence given by both white and black, male and female, that was anything but uplifting. This no doubt happens in any court of this character. I have noticed no distinction in the facts that are necessary for the judge to give an intelligent decision.

Yours very truly,

William Gupton, Mayor.

Letter to Judge Madison Wells.

Hon. Judge Madison Wells, City Court, Nashville, Tenn.: Dear Sir: It was my privilege to be present in your court Dec. 9th, when the case of a Negro criminal was called. I have witnessed a number of court scenes, but for the first time in my life I heard a witness repeat such language in the presence of women, as your arresting officer used in testifying before a court of justice. I did not know such language was allowed in a court room, even though nobody was present but men.

I was shocked beyond measure at the use of such language in the presence of the women of my race. In this, I suppose, I felt just like a white man would have felt had a Negro been guilty of such conduct in the presence of white women.

We saw the mayor of the town, who was present, and the court permit the use of language in open court that was unprintable. I do not think that there was anything connected with the case to warrant that officer in presuming that the colored women who were looking in his mouth when he used this vile language, were not respectable and decent. It might be that he does not consider any Negro woman respectable or decent.

Judge, we as a race, resent these insults with all our souls, even though they are committed in the name of justice.

"When the righteous are in authority, the people rejoice; but when the wicked heareth rule, the people mourn."—Prov. 29:2.

Your humble servant,

J. A. JONES,

Nashville, Tenn.

Judge Wells' Reply.

I do not quote Judge Wells' reply, it being quite a lengthy document. I will say, however, that it is a respectable instrument; it did not touch the real point at issue—the use of the vile, filthy language in the presence of colored women. I insist still that it was not necessary in that case for the witness to repeat the language, verbatim, in order to have a "white man's justice" meted out to that prisoner. I admit that there are times when it may be necessary for the exact language of an individual to be repeated in a trial, but in such cases the court room is cleared of females or minors, as the case may be.

As to the Mayor's reply, it is passing strange to me that he could not recollect anything "out of the ordinary" taking place that day in the court room. If that was a sample of the court scenes, then I say, Lord, have mercy upon our city courts.

J. A. JONES.

CARD OF ACKNOWLEDGEMENT.

We hereby acknowledge receipt of \$30.08 from the Publishing House of Carol singers, for which we are indeed grateful.

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